

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
LOC BC STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.25

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
BMI	LOC BC RWY 11	13	BLOOMINGTON/NORMAL	IL		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
871	871	LOC BC RWY 11	12	12/29/2022	3W	2015
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-BMI			12/26/2024			

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
PIA VORTAC	IAF	BOJOE/I-BMI 10.69 DME	NOPT				102.11	30.04	2500
BOJOE/I-BMI 10.69 DME	IF	IYUSI/I-BMI 4.64 DME/RADAR					110.88 (I-BMI)	6.05	2500

MISSED APPROACH

MAP:

LOC: RAWIN/I-BMI 0.49 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3100 ON I-BMI LOCALIZER SE COURSE 111 TO ANNAY OM/I-BMI 7.98 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3100.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L SIDE OF COURSE 290.88 OUTBOUND 2800 FT WITHIN 10 MILES OF IYUSI/I-BMI 4.64 DME/RADAR (IAF)
2.
3. FAC: 110.88 FAF: IYUSI/I-BMI 4.64 DME/RADAR DIST FAF TO MAP: DIST FAF TO THLD: 4.98
4. MIN ALT: IYUSI/I-BMI 4.64 DME/RADAR 2500
8. MSA FROM: ARP KBMI 2800

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.
RADAR REQUIRED FOR PROCEDURE ENTRY AT IYUSI.

NOTES:

CHART PROFILE NOTE: DISREGARD GS INDICATIONS.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON PIA VORTAC AIRWAY RADIALS 076 CW 115.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PIA ALTIMETER SETTING: INCREASE ALL MDAS 120 FEET AND S-LOC BC 11 VISIBILITY CATS C AND D 3/8 SM, AND CIRCLING VISIBILITY CATS C AND D 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD E, RT, 290.89 INBOUND.
FAS OBST: 1021 AAO 403024N/0890142W.
CHART CIRCLING ICON.
IYUSI TO RW11: 3.00/43.



MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT C 800-2 1/4, CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-LOC 11	1280	1	409	1280	1	409	1280	1 1/8	409	1280	1 1/8	409			
CIRCLING	1340	1	469	1340	1	469	1620	2 1/4	749	1620	2 1/2	749			

CHANGES - REASONS

1. REMOVED ALL INSTANCES OF PNT VOR/DME DEPENDENCIES – BOJOE, IYUSI, AND ANNAY OM NO LONGER IDENTIFIED AS INTERSECTION FIXES DUE TO PNT VORMON.
2. EQUIPMENT REQUIREMENT NOTES: ADDED “DME REQUIRED” – PROCEDURE REDESIGN DUE TO PNT VORMON AND IAW 8260.19J PARA 8-6-9 A(2)(A).
3. MISSED APPROACH: MAP CHANGED FROM “LOC: 4.16 NM AFTER IYUSI INT/I-BMI 4.64 DME/RADAR OR AT RAWIN/I-BMI 0.49 DME” TO “LOC: RAWIN/I-BMI 0.49 DME” – TIME/DISTANCE TABLE NO LONGER REQUIRED/DME REQUIRED FOR THE PROCEDURE.
4. PROFILE LINE 3: DELETED “4.16” FROM DIST FAF TO MAP – TIME/DISTANCE TABLE NO LONGER REQUIRED/DME REQUIRED FOR THE PROCEDURE AND IAW 8260.19J PARA 8-6-7.C(3).
5. MOVED PRIMARY ALTIMETER INOPERATIVE NOTE FROM 8260-9 TO PROCEDURES NOTE SECTION AND UPDATED FROM “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GENERAL DOWNING-PEORIA INTL ALTIMETER SETTING: INCREASE ALL MDA 120 FEET, INCREASE S-LOC BC 11 CAT C AND D VISIBILITY 3/8 SM AND CIRCLING CATS C AND D VISIBILITY 1/4 SM” TO “WHEN LOCAL ALTIMETER NOT RECEIVED, USE PIA ALTIMETER SETTING: INCREASE ALL MDAS 120 FEET AND S-LOC BC 11 VISIBILITY CATS C AND D 3/8 SM AND CIRCLING VISIBILITY CATS C AND D 1/4 SM” – UPDATED AND MOVED TO PROCEDURE NOTES SECTION PER FPT REQUEST AND VERBIAGE CORRECTED IAW 8260.19J PARA 8-6-10 F(4).
6. ADDITIONAL FLIGHT DATA: UPDATED FAS OBST FROM “1020 AAO 403000N/0890303W” TO “1021 AAO 403024N/0890142W” – NEW CONTROLLING OBSTACLE.

10/31/2024: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/01/2024.
12/26/2024 ADDED TO REQUIRED EFFECTIVE DATE.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZAU, PIA APP CON, BMI ATCT, AFLD MGR, ATA

FLIGHT CHECKED BY

PENDING

Digitally signed by
CASIMIR L TABAKA
Oct 31, 2024

OFFICE

DATE

DEVELOPED BY
ROBERT G HAMILTON (JILL M. SUPPES)

Digitally signed by
CASIMIR L TABAKA
Oct 31, 2024

OFFICE
AJV-A433
DATE
07/01/2024

APPROVED BY
ROBERT G HAMILTON

Digitally signed by
CASIMIR L TABAKA
Oct 31, 2024

OFFICE
AJV-A433
DATE

TITLE
MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BMI	LOC BC RWY 11	13	BLOOMINGTON/NORMAL	IL	871	I-BMI

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM PIA VORTAC **TO** BOJOE/I-BMI 10.69 DME

<u>RNP</u>	<u>DISTANCE</u> 30.04	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (17-000023)	403746.00N/0893253.00W	1349	250	50	4D	1000				AT151	2500
TERRAIN	403909.00N/0892500.00W	849 (800)								AS1500	2300

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM BOJOE/I-BMI 10.69 DME **TO** IYUSI/I-BMI 4.64 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 6.05	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
WINDMILL (17-087687)	403046.32N/0890258.24W	1303	250	50	4D	500				AT697	2500
TERRAIN	403106.00N/0890806.00W	889 (900)								AS1500	2400

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
10
CHECKED

INTERMEDIATE: PT

FROM

10 NM

TO

IYUSI/I-BMI 4.64 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 10.00	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
WINDMILL (17-087687)	403046.32N/0890258.24W	1303	250	50	4D	500				AT697	2500
TERRAIN	403106.00N/0890806.00W	889 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

IYUSI/I-BMI 4.64 DME/RADAR

TO

RAWIN/I-BMI 0.49 DME

<u>RNP</u>	<u>DISTANCE</u> 4.16	<u>PAT</u>	<u>MAP</u> RAWIN/I-BMI 0.49 DME		<u>HAT</u> 409		<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	403024.00N/0890142.00W	1021	215	8	4B	250					1280

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



PROCEDURE TURN

FROM

IYUS/I-BMI 4.64 DME/RADAR

TO

10 NM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (17-001398)	403841.00N/0891047.00W	1787	500	50	5D	1000					2800
TERRAIN	403106.00N/0890806.00W	889 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

RAWIN/I-BMI 0.49 DME

TO

ANNAY OM/I-BMI 7.98 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								1030			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3100
WINDMILL (17-003771)	402833.88N/0884645.82W	1284	500	50	5D	1000					2300
TERRAIN	402445.00N/0884742.00W	925 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

BMI

PROCEDURE NAME

LOC BC RWY 11

AMDT NO.

13

CITY

BLOOMINGTON/NORMAL

STATE

IL

AIRPORT ELEVATION

871

FACILITY

I-BMI

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
BUILDING (17-001155)	402837.91N/0885715.75W	1.30	469	1035	20	20	1C	300			1340
CATEGORY B											
BUILDING (17-001155)	402837.91N/0885715.75W	1.84	469	1035	20	20	1C	300			1340
CATEGORY C											
TOWER (17-001840)	402503.56N/0885423.44W	2.89	749	1301	50	20	2C	300			1620
CATEGORY D											
TOWER (17-001840)	402503.56N/0885423.44W	3.77	749	1301	50	20	2C	300			1620

CIRCLING REMARKS:

MSA

CENTER

ARP KBMI

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (17-001398)	403841.00N/0891047.00W	313	15.7	1787	500	50	5D	1000			2800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAU ARTCC, PIA APP CON, BMI TOWER

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	BMI	24	BMI	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	PIA	24	PIA	37.19	Y	116

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KBMI 871, KPIA 661
RA = 115.3.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-BMI	BMI ATCT	WHEN TOWER OPEN WHEN TOWER CLOSED	1 3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW02 - MALSR (PCL), C/LINE (PCL), HIRL (PCL), PAPI-4R (PCL)	PIR-F	APPROACH, MIDPOINT, ROLL OUT
RW20 - ALSF-2, C/LINE (PCL), TDZ (PCL), HIRL (PCL)	PIR-F	APPROACH, MIDPOINT, ROLL OUT
RW11 - HIRL (PCL), VASI-4R	PIR-G	ROLL OUT
RW29 - MALSR (PCL), HIRL (PCL)	PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
					3.00	42.8

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - VDP IS LESS THAN 0.5NM BEFORE MAP.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
MAXIMUM VEGETATION HEIGHT: 100 FEET.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.98
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.86
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	107.88
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	4.78
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.25
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	107.88
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)	402859.05N/0885556.43W
ARP COORDINATES	402837.60N/0885457.30W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 11 DISTANCE 0.83 NM
FAF COORDINATES	403030.68N/0890209.22W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ROBERT G HAMILTON (JILL M. SUPPES)	AJV-A433	07/01/2024	AERONAUTICAL INFORMATION SPECIALIST

